

(ESTABLISHED 1881.)

宣統元年十一月十五日

一拜禮

號七廿月二十英曆香

\$36 PER ANNUM.
SINGLE COPY 10 CENTS

Shipping—Steamers

HONGKONG, CANTON, MAGAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,162 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday, excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 6 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong via Wuchow.

Company's direct steamers "Linton" and "Sauni." These vessels hang round about by the Superior. Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On **SUNDAY, the 2ND JANUARY, 1910.**

"SUI-AN,"
will depart from the COMPANY'S WING LOK WHARF at 11 AM.

Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1900.

A. F. DAVIES,
Manager. [95]

THE VIENNA CAFE

THE VIENNA CAFE
COMPANY, LIMITED,
No. 34, QUEEN'S ROAD CENTRAL,

Telephone No. 924.

BEG to notify the Public that **A MODERN AND UP-TO-DATE BAKERY AND CAFE** under exclusively European management has been opened at the above entirely rebuilt

and modernized premises.
The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for
THE BAKERY and CONFECTIONERY DEPARTMENT.
The long experience of both gentlemen is up-to-date establishments on the Continent, is
the guarantee that only the best ever produced in the Colony will be supplied.
The Entrance of the Public is respectfully solicited.

Hongkong, 20th September, 1909. [655]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 190. Telegrams "Astor." 104

(Signature)

Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN" B. Wilhelm	WEDNESDAY, 29th December, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFLINGER" Capt. G. Meiners	About WEDNESDAY, 29th December.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lens	FRIDAY, 31st Dec., Daylight.
YOKOHAMA and KOBE	"COBLENZ" Capt. D. Lens	About SATURDAY, 8th January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th December, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	"NERA"	Martin	3rd Jan., P.M.
MARSHILLES, VIA PORTS	"POLYNESIE"	Broc	4th Jan., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE	"BOURGE"	Bourge	7th Jan., P.M.
MARSHILLES, VIA PORTS	"OCEANIE"	Sellier	18th Jan., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris (via Calcutta) to be up to £71.10, 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further Particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st December, 1900.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabal (1900 tons 14 knots) Capt. Biennalme

DEPARTURE:

From HONGKONG to the Co.'s Wharf near Wing Lok Street Every Night at 10 o'clock excepting Saturdays.

From CANTON (French Concession, Shamoen) Every Evening at 5.15 excepting Sundays.

FARES:—1st CLASS \$5.00, 2nd CLASS \$3.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

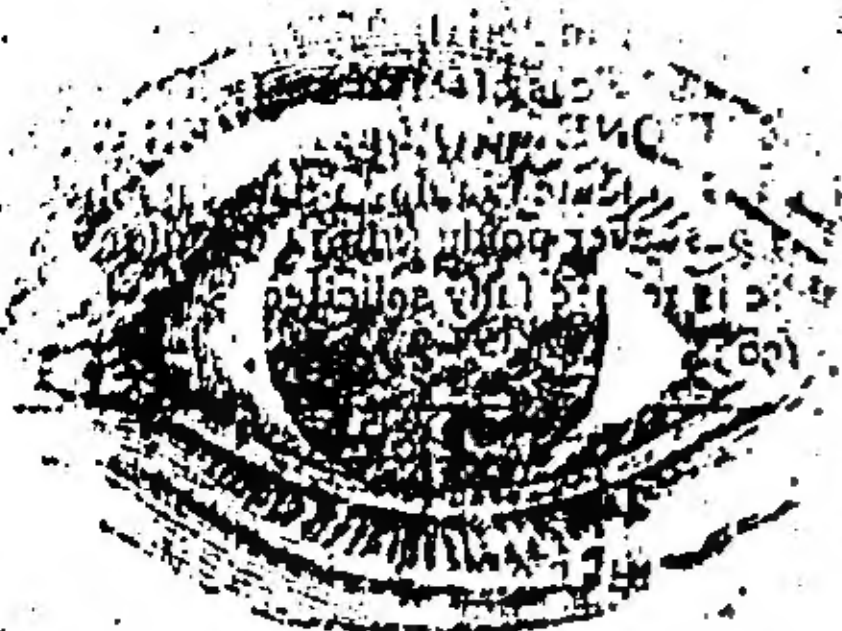
P. A. LAPIOQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bays (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamoen at about 3 p.m.

Hongkong, 19th November, 1900.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

GALATHEA.

SHANGHAI.

John Street, Beller's Row, W.C.

10, 11 & 12 Street.

100, 101 & 102 Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our works for mooring vessels whilst under repair.

Telephone: Nos. 376, 306, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1901.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,

Agents,

Hongkong, 13th December, 1900.

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in
D'AGUILAR STREET,
theNEW JEWELLERS
AND DEALERSin
CEYLON PRECIOUS
STONESof every description, and
other GEMS.

Hongkong, 21st August, 1900.

Dentistry

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 29th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

12, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1901.

CHLOROFORM SUPERSEDED.

A NEW ANÆSTHETIC.

Chloroform and other anæsthetics are liable to be superseded if the results of a demonstration given on 18th ult. are accepted as convincing.

The occasion was a demonstration, of the possibilities of anæsthesia or numbness to pain induced by injecting novocaine into the spinal canal. Professor Thomas Jones, Dean of the University of Bucharest, at the invitation of the staff of the Seamen's Hospital, performed an operation on the neck by this method, using no chloroform, either or other general anæsthetic, the patient being perfectly conscious throughout the operation.

Since the discovery of novocaine a few years ago operations on the lower part of the body and the lower limbs have been successfully performed in this country. Through fear of the drug interfering with the action of the lungs and heart it has been commonly thought that its use was confined to parts below the waist-line.

Professor Jones's demonstration goes far to prove, says the Daily Mail, that operations on any part of the body can be safely performed under novocaine injected into the spinal cord.

When the surgeon's hands had been fully sterilized for this operation, Professor Jones inserted a small hypodermic needle into the spinal canal, passing it between two of the vertebrae at the base of the neck. Attaching a small syringe to the needle, three centigrammes of novocaine and five centigrammes of sulphate of strychnine dissolved in water were injected into the spinal canal. After one minute the patient was told to lie down on the operating table, and his head and shoulders were lowered, so that the action of gravity would cause the numbing fluid to spread upwards.

Two minutes later the operation, which was for the removal of a mass of tubercular glands in the neck, was carried out in the ordinary manner, the patient perfectly conscious and talking to the surgeons during the whole proceedings.

"The chief advantage of Professor Jones's method," said a surgeon who witnessed the operation, "is that little skill is required to give the anæsthetic; the operating surgeon can give it himself; all the discomforts of ordinary general anæsthesia are avoided; and, most important of all, there are no unpleasant or dangerous after-effects."

For Sale.

FOR SALE

AT

GRACA & CO'S
STORE,

27, DES VŒUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARDS.

AND

A Variety of Articles suitable

for

CHRISTMAS.

IN-PECTION INVITED.

GRACA & CO.

27, DES VŒUX ROAD CENTRAL.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14, D'AGUILAR STREET,

HONGKONG.

Hongkong, 22nd September, 1901.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

TO-MORROW and WEDNESDAY,

the 28th and 29th December, 1900, at 10 A.M.,

at H.M. Naval Establishments,

SUNDRY OLD and SURPLUS NAVAL
and VICTUALLING STORES,

Comprising—

OLD and SURPLUS NAVAL STORES—
FIRE ENGINE, HOSES, LAMPS and
LANTERNS, TOOLS, OLD IRON and
METAL, ELECTRIC CABLES, SWITCHES,
HYDRAULIC PUMP, COAL
SACKS, CANVAS BAGS, OLD INDIA-
RUBBER, OLD LEATHERS, CARPETS,
MATTINGS, OLD BOATS, FURNITURE,
&c., &c.OLD and SURPLUS VICTUALLING STORES—
PROVISIONS, SEAMEN'S CLOTHING,
BLANKETS, OFFICERS' MESS TRAPS,
(A quantity of Electric-plated Articles and
Table Lamps), IMPLEMENTS, SEAMEN'S
MESS UTENSILS, OAK STAVES, &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 27th December, 1900. [850]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 30th December, 1900, at 11 A.M., at their

Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street,

A QUANTITY OF

DOHERTY and RAMSEY'S TENNIS

RACQUETS,

ALSO

One Case of AUSTRIAN TOBACCO.

TERMS:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 24th December, 1900. [850]

PUBLIC AUCTION.

THE Undersigned have received instructions from Commander J. DA CUNHA LIMA,

to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 30th December, 1900, at 3 P.M., on board,

as she now lies off the Hongkong &

Whampoa Dock Co.'s Docks

at Hongkong,

The Late Gunboat

"RIO LIMA,"

Extreme Length 167 ft. 6 in.

Length on Water Line 150 ft. 3 in.

Extreme Breadth 27 ft. 7 in.

Displacement 535 tons.

Draft, Forward 10 ft. 0 in.

Aft 11 ft. 2 in.

Engines—Compound Surface Condens-

ing (Horizontal) by Laird Brothers, Birken-

head.

BOILER—(1) Cylindrical 4 years old,

Working Pressure 65 lbs. per square inch.

The Vessel is now open to inspection (Sun-

day excepted).

Inspecting Orders can be obtained from the

Auctioneers.

Terms:—Cash before Delivery, 25% of the

Purchase Money to be paid on the fall of the

Hammer, Balance and clearance to be effected

within 7 days after the date of sale.

Anchors and Chains to be sold with the

Ship.

For further particulars apply to the Auc-

tioneers.

A Steam Launch will leave Blake Pier at

2.30 p.m. to convey intending purchasers.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 18th December, 1900. [860]

Intimations

Benger's Food is
mixed with fresh
new milk when
used, is dainty
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in tins, by all

Chemists, etc., everywhere.

BENGER'S
FOOD

AN APPEAL

THE SUPERIORITY of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Open Ports for their kind
contribution and support, and desires to state
that she will be pleased to receive orders for
all kinds of PEDIEN WORK.Gentlemen's Shirts made to order, and Oufy
and Oufy's renowned on the spot.Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiority will also be shown by the
for any PAPER, or old Sewing Machine, or
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1900.

Intimation.

Powell's

NEW FABRICS

IN
ENDLESS
VARIETY
FOR
WINTER
CURTAINS

PORTIERES.

WINDOW DRAPERIES.

MANTEL DRAPERIES.

CASEMENT BLINDS.

CUSHIONS AND RE-COVERING FURNITURE.

SHOW ROOMS FIRST FLOOR ALEXANDRA

BUILDINGS.

POWELL'S

Hongkong, 24th December, 1909. [29]

Public Company

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Office of Messrs. SHEWAN, TOMES & CO., Victoria, Hongkong, on THURSDAY, the 30th day of December, 1909, at 3 o'clock, in the afternoon, for the purpose of considering and if thought fit passing the Subjoined Resolution, that is to say:—

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be confirmed by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such moneys and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any member upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act 1900 and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation to a further Extraordinary General Meeting which will be subsequently convened.

Dated the 21st day of December, 1909.
By Order, SHEWAN, TOMES & CO., General Managers. [866]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 275 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.
Hongkong, 15th August, 1909. [866]

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 24th December, 1909. [866]

THE REVOLT OF THE EMPRESSSES.

Peking, Dec. 24.

The revolt of the Empresses, relatives of his deceased Majesty Tung Chih, has been the best topic of conversation in Peking during the past ten days or so; and in so far as the episode, though temporarily adjusted to all outward appearances, may yet have its influence on the disordered story of modern China, it may be worth while to piece together the fragmentary details that have become known.

To appreciate the situation it must be remembered that the title to the throne of the late Emperor Kuang Hsi was never truly valid, according to strictest etiquette, because he was the cousin of, and thus in the same generation as, his predecessor, Tung Chih, and therefore unable to offer ancestral worship at his tomb. To correct this irregularity, as far as possible, the late Empress Dowager when assigning the succession to the present Emperor Hsuan Tung, decided that he should become the adopted son not only of Kuang Hsi but also of Tung Chih. This proceeding was correct in Chinese etiquette and thereby the manes of both former Emperors would receive proper adulation and respect.

But the compromise reckoned without the three widows of Tung Chih, still living as pensioners in the palace. Officially speaking, the ladies would appear to have no shadow of claim to special distinction, because they were never anything but secondary wives of Tung Chih, the chief consort, it will be remembered having died somewhat mysteriously within a few weeks of her husband. But at any rate they were three to the one Lung Yi Empress Dowager; she was no more the real mother of the new Emperor than they; and since the said new Emperor was now the adopted son of Tung Chih as well as Kuang Hsi it was only fair that they (three to one) should share with that one the honours and emoluments of the official rank of Empress Dowager.

The controversy had raged for some time beneath the yellow roofs of the Forbidden City when the funeral of the late Empress Dowager gave to the revolting Empresses an opportunity of public demonstration. They went with the imperial cortège to the Eastern Tombs as if nothing had occurred. But here they declared a state of siege, refusing to return to Peking until their claims were settled. It does not seem to have occurred to anyone that to let the Empresses remain where they were would be the simplest way to peace in the palace. Perhaps it was thought that demonstrations at home were preferable to scandal abroad. A story was put about that one of the Empresses had suddenly fallen ill, and that the two others had stayed to attend her. But Peking knew better; and so all manner of honoured emissaries were sent to plead with the three recalcitrants to return home and all should yet be well.

The end of the story is probably known to you. The Empresses returned at the end of last week (the weather is already bitterly cold and the Eastern Tombs can scarcely be a homely abode); they were at once visited by the Lung Yi Empress Dowager, and were appeased with some extra official title and extra emoluments—not the full Tis. 20,000 that they are believed to have claimed, but something fairly satisfactory. It is also understood that some arrangement has been come to whereby the youthful Emperor will be entrusted for his education to each of the Empresses for a certain period in each year.

Here then, for the moment the story closes; but a sequel is by no means improbable. The widows of Tung Chih have already shown their mettle with some success. The Lung Yi Empress Dowager is described as a thoroughly amiable woman but of ambitious character. It will be remembered that as the Princess Yehonala she was believed to have been specially selected by the late Empress Dowager as Kuang Hsi's chief consort, when his own inclinations would have turned elsewhere on account of her strength of character; and the story seems to be not without reason. Will the revolting three remain satisfied with the present compromise? Is the Lung Yi Empress Dowager such a woman as to brook continued rivalry? Petticoat influence is strong in the palace, and there are yet two who may claim some title as Empresses, a widow of Hsiao Fong who died in 1861, and a secondary consort of Kuang Hsi.

Possibly the two latter are not important enough to cause concern, the first on account of her age the second because of her inferior position. But the possibility of six competing Empresses in one palace is no welcome thought in the midst of so much else that needs correction in the counsels of China.—N. C. D. Ross.

THERAPION MAY NOW ALSO BE OBTAINED IN DRACKE (TARTAN) FORM.

SELF CURE NO FORTION! MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DEPAIR.

THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in the

department of medical science, whilst thousands

have been restored to health and happiness who

for years previously had been merely dragging

out a miserable existence.

THERAPION No. 1.—The Sovereign

remedy for dyspepsia, indigestion, flatu-

lency, the use of which does irreparable harm by

saying the foundation of nature and other

serious diseases.

THERAPION No. 2.—The Sovereign

remedy for primary and secondary skin

eruptions, eruptions, pale and swelling of the

face, and all those complaints which mar the

beauty and happiness of the human race, and

all disorders arising from impurities of the blood, and all

disorders resulting from disordered, early ac-

tivity, which the faculty of self-cure is unable to

eliminate all poisonous matter from the body.

THERAPION No. 3.—The Sovereign

remedy for all diseases of the throat, nose,

and ears, and all those complaints which

mar the beauty and happiness of the human

race, and all disorders arising from impuri-

ties of the blood, and all disorders result-

ing from disordered, early activity, which

the faculty of self-cure is unable to elimi-

nate all poisonous matter from the body.

THERAPION No. 4.—The Sovereign

remedy for all diseases of the throat, nose,

and ears, and all those complaints which

mar the beauty and happiness of the human

race, and all disorders arising from impuri-

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Information.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 25th July, 1909. [28]
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional.
Subscriptions for any period less than one month
will be charged as for a full month.
The daily issue is delivered free when the address is
accessible to messengers. Post subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTH.

On December 13, 1909, at Amoy, the wife of
J. G. Vior, 1, M. Customs, of a daughter.

MARRIAGES.

At St. John's Cathedral, on the 27th December,
1909, by the Rev. F. T. Johnson, Arthur
Leslie, eldest son of W. D. Sutton, Hongkong,
to Rose Elizabeth, second daughter of the late
Henry Kennell, Hongkong.

On Friday, December 17, 1909, at Chin-
kiang, Dr. Miroslav Urbanek, son of the late
F. Urbanek, of Prague, Austria, to Lucy Ellis,
eldest daughter of the late Thomas Shaw,
C. N. Co., and Mrs. Shaw, Seward Road,
Shanghai.

On Tuesday, December 21, 1909, at Shang-
hai, Frank Oswald Reynolds to Edith Lillian,
second daughter of Daniel Addison Darling,
of Shanghai.

DEATHS.

On November 24, 1909, in London, suddenly,
Alexander Montgomery Bruce, late of the Hong-
kong & Shanghai Banking Corporation, eldest
son of the late Major-General A. A. Bruce.

On November 26, 1909, at Cheltenham, Eng-
land, C. G. Gram, late of the I. M. Customs,
Shanghai, aged 81 years.

On December 23, 1909, at Shanghai, Sarah,
the dearly beloved wife of John Sharpley, aged
67 years.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 27, 1909.

OLD BOXING DAY.

The term Christmas Box doubtless derives
from the box that apprentices and tradesmen's
assistants used to carry around on this day, in
which to collect the alms that they demanded
as their right. On the day after Christmas, the
feast of St. Stephen, an old poem tells us—
"Gladly the boy, with Christmas Box in hand,
Throughout the town his devils round pursues,
And of his master's customers implores
The yearly mite."
The box has gone, but the practice, diminished
in some aspects and increased in others, re-
mains a feature of this time, and is not likely
to die out rapidly. Some have derived the
custom from the Roman habit of giving gifts
at the New Year. It would seem that the box
used to consist of clay or common earthen-
ware, so that it could be broken for the sake
of the contents without incurring much loss on
the part of the owner. Thus we read in a book published

1643 that a covetous person "doth exceed in
receiving, but is very deficient in giving; like the
Christmas earthen boxes of apprentices apt to
take in money, but he restores none till he be
broken like a potter's vessel into many shards."
A still earlier publication makes a similar com-
parison: "As an apprentice's box of earth,
apt he is to take all, but to restore none till he
be broken." Aubrey, also, in reference to the
discovery of an old Roman pot containing
denarii, said that it resembled "an apprentice's
Christmas Box. But it is clear that the
improbable box was not only carried by
"apprentices and trade-boys; for the poet Gay tells
us that—
"Some boys are rich by birth beyond all wants,
Belov'd by uncles, and kind good old aunts;
When time comes round a Christmas Box they bear,
And one day makes them rich for all the year."

In the West of England parties of women
used to go from door to door gathering such
gifts as they could; they called this "going
a-gooding." With regard to the alms collected
by the "prentices and journey-men, something
was given by their employers in counter-value;
for the servants of the rich customers always ex-
pected to be remembered at this time. In
many cases the baker or grocer was mulcted on
two counts; he was expected to send a cake or
box of sweetmeats to the house, and the servant
who called at his shop also looked for his
generosity.

Another origin has been given to the term
Christmas Box. In old times the priests used
to keep a box in the church for the collection
of the people's pence, which were thus amas-
sed in readiness for Christmas, to be then spent
in payment for indulgences, so that the licence
sure to be taken might be less perilous. The
Christmas Box, therefore, was a kind of in-
surance against the results of Christmas excess
and debauchery. A writer of two centuries
since speaks of Boxing Day as observed in
his time. "I found that, because I had laid out
a good deal of ready money with my brewer,
baker, and other tradesmen, they kindly
thought it my duty to present their servants
with some money for the favour of having their
goods. This provoked me a little; but, being
told it was the custom, I complied. These
were followed by the watch, beadle, dustmen,
and an innumerable tribe; but what vexed me
the most was the clerk, who has an extra-
ordinary place, and makes as good an appear-
ance as most tradesmen in the parish; to see
him come a-boxing, alias begging, I thought
was intolerable; however, I found it was the
custom, too, so I gave him half-a-crown. As I
was likewise obliged to do for the bellman, for
breaking my rest for many nights altogether."
With slight change this might be written to-
day.

LOCAL AND GENERAL.

MR. A. G. M. Fletcher has been appointed
Registrar of Trade Marks, with effect from the
1st January, 1910.

The appointment of Mr. E. Jones to act as
Assistant Harbour Master, and Mr. A. E. Davey
to act as First Boarding Officer, with effect
from the 1st instant, until further notice, is
gratified.

Dr. Kitasato has received an intimation from
the University of Yale, to the effect that it has
been decided to confer upon him the degree of
Doctor, and inviting him to visit the university
next year.

His Excellency the Governor has been pleased
to re-appoint the Hon. Dr. Ho Kai, M.H.C., C.M.C.,
to be a member of the Medical Board
for a further term of three years, with effect
from the 18th May, 1909.

THE China Critic understands that Capt.
Ehhardt, who has long been in charge of the
C. E. and M. Co.'s coal sales department,
is leaving that company to accept the position
of representative at Shanghai of the Siemens-
Schuckert Works, which he will take over next
month.

A CHINAMAN, who was formerly a cook in the
employ of Mr. H. P. White, was this morning
charged with obtaining goods from Messrs.
Lane Crawford and Company to the tune of
\$22 under a forged book purporting to belong
to his one-time master in November last. The
man was awarded three months' hard labour.

A WINDSOR correspondent says King Manuel
has won the regard of all the Court. Through-
out the stay there has been much gossip about
marriage prospects, but it is idle talk. A high
Court official stated that he was weary of
denying the statement that a marriage is likely
to be arranged between King Manuel and an
English Princess.

THE Ningpo steamer Ningchow was again un-
lucky the other evening when leaving for Ning-
po, as she struck and smashed a small native
junk which was crossing her path. The boat-
man, however, managed to beach the boat be-
fore she sunk, and the steamer, not having re-
ceived any material damage, proceeded on her
way after only a short delay.

THE other evening, while the river steamer
TA Hing was loading cargo alongside the
Chinese Bund, at Shanghai, fire was discovered
in the forward 'tween decks. The crew were
soon on the spot with the hose of the steamer,
and the French truck shortly after arriving,
the blaze was quickly extinguished. The cause
is believed to have been due to some careless
smoker among the passengers.

As Car No. 31 was approaching the side of the
Naval Yard this morning, the conductor put
his leg out of the car and got his foot extricated
with a passing truck laden with window-
frames. He was knocked down on to the track
and received serious injuries which caused him
to be badly shaken up. The victim of the acci-
dent was promptly removed to the Naval
Yard Surgery, where his injuries were attend-
ed to. So far as we have been able to ascer-
tain the unfortunate man has not sustained any
broken bones.

CLARK'S TOURISTS IN CANTON.

SHOPKEEPERS' DISAPPOINTMENT.

[From Our Own Correspondent.]

Canton, 24th December.
This morning among the passengers on
board the steamer *Futaba* were thirty-two
members of the American Around-the-World
tourists, who formed the first batch to arrive
at Canton. Later in the day at 11 a.m. the
steamer *Kinkun*, which was especially chartered
for the service, brought up two hundred and
fifty more, and at 3.50 in the afternoon another
party of eighty tourists arrived by the steamer
Honam. In all about three hundred and
twenty Americans arrived at Canton to-day.
They were all received by the management of
the Victoria Hotel and had their meals at the
same Hotel on the Shamone. Arrangements
were made beforehand by Mr. H. Haynes,
the general manager of the Hotel, for two
hundred odd chairs which were at the disposal
of the tourist party to do the sights of the
city. Some chairs were carried by three
bearers, while others by only two, the visitor
being divided into parties of ten and twenty
each. They visited all the places of interest
in the city, such as Sap Fat Po, the Five
Hundred Genii Temple, the ancestral temple
of the clan Chan, Wai Oi street, passing by the
Viceroy's and other official yamens, the Execu-
tion Ground, &c., returning to Shamone by the
New Band. As the Five-storied Pagoda is too
far away from Shamone, many of the tourists
regretted time did not permit of a visit thither.
The police authorities placed two to three
hundred extra officers and police to patrol the
streets along the route mapped out for the
tourists, and also sent some police to escort the
visitors as guards, thus according them ample
and adequate protection. It is needless to add
that the ignorant fable of Canton expressed
surprise at so large a number of foreigners
visiting the city of Canton at the same time,
but beyond their natural wonderment perfect
order prevailed in the city and there was no
occurrence of any disturbance whatsoever,
contrary to alarmist predictions.

It is learnt that the first two batches that
arrived at Canton will return to Hongkong this
afternoon by the river steamers. During their
visit in this city, the tourists did not do as
much shopping as was expected of them, much
to the disappointment of the local shopkeepers,
who, in anticipation of a brisk
trade, had stocked their stores well and attractively.
The only section of people who benefited
by the visit were the guides and the chair
coolies.

POLICE BALL.

AN ENJOYABLE FUNCTION.

One of the most pleasant little functions at
which Hongkongites delight to foregather is
the annual ball given by members of the local
Police Force and on Christmas Eve, it was once
more proved that a ball can be an admirable
host on as well as off duty. The ball this year
was, as usual, held at the City Hall. St.
George's Hall was used as the dancing-room
while St. Andrew's Hall was for the nonce con-
verted into a supper-room. The ball-room was
most tastefully decorated with evergreens and
bunting and from the middle of the ceiling
hung the time-honoured mistletoe, under which
from time immemorial passionate swains seek
to steal kisses from bashful maids and Friday
night was no exception to the rule. Messrs. Lee
(Secretary) and Stewart, the M.C., and their staff
of workers deserve the thanks of all for their ex-
cellent arrangements but it would be an injustice
to omit mention of the gentleman at the bar,
whose patience in catering for the creature com-
forts of their guests was, as usual, overtaxed.
The card-room had also as in former years a
good number of devotees who found no attrac-
tion in the light fantastic toe. Dancing was
kept up till the early hours of the morning and
everybody went away satisfied that they had
passed an enjoyable evening.

THE PRATAS TELEGRAPH
STATION.

SHANGHAI COMMENT.

The N. C. D. News writes:—It will be re-
membered that the idea of establishing a wire-
less telegraphic station on Pratas Island was
motivated before the question of the ownership of
the island had actually been settled. Since the
agreement was reached and the island reverted
to China, the proposal for such a station has
been carefully considered by the Ministry of
Posts and Communications and at last Thurs-
day's meeting of the Hongkong Legislative
Council Sir Frederick Lugard was able to an-
nounce that the Ministry had adopted the propo-
sition and that the Viceroy of Kwangtung has
been instructed to make the necessary arrange-
ments forthwith. The extent to which the
Chinese naval authorities make use of wireless
telegraphy in the Canton Delta is surprising.
According to our Hongkong correspondent the
gunboats engaged in policing the Delta are fitted
with the apparatus and there is a wireless
school at Canton. In the matter of typhoon
warnings there has for some time past been
co-operation between Hongkong and Canton,
and the maintenance of a wireless station on
the Pratas should do much to perfect the in-
formation that Hongkong now receives.

Not the least satisfactory part of this de-
cision, however, is the evidence it affords
that the Chinese Government intends to real-
ize a practical meaning into the protest in-
terference of recovery of sovereign rights. Apart from its
eyes as a telegraph station, Pratas Island con-
tains highly valuable deposits of phosphates.
In the light of subsequent events it seems
certain that, but for Chinese official inertia, the
possession of these need never have passed out
of Chinese hands. By whom the phosphates
will now be exploited it is not easy to say.
Possibly they will be farmed out by the Viceroy
at Canton. The main point is that the property
should not be allowed to lie idle.

NOTES BY THE WAY.

THE FESTIVE SEASON.

Christmas comes but once a year, but when
it does come all add sundry celebrate the
joyous festival in the good old way. Here in
Hongkong, where hundreds of exiles have
been separated through the years from their
kith and kin, the day of days was observed
with no less joyous fervour than the people in
the homeland and it must be a comforting fact
to learn that there is at least one occasion in
the year when peace and goodwill is extended
by all men to their fellow-creatures. "I am
sure everybody who takes an interest in life
apart from the money-grabbing competition as
the great *raison d'être* enjoyed their Christmas
in the right way and I take this opportunity of
wishing all my readers a "Happy New Year."

A CHRISTMAS STORY.

Christmas tales naturally reminds one of
Christmas stories and here is one which I think
will be appreciated by those who take an inter-
est in children. Many have been the occa-
sions when the little mites prior to being borne
on the land of dreams and after they had hung
their little socks for Santa Claus' favours had
asked, "Mamma, how does Santa Claus know
what we want?" The story is told of a little
girl who had gone to bed on Christmas Eve
after having dangled her socks, with bolsters
(they hold more) thrown in, at the foot of
the bed. At midnight, the father of the family
entered the bedroom on tip-toe with a lamp in
his hand and a host of good things slung over
his shoulder. He had almost finished filling
the capacious bolsters with all sorts and man-
ner of toys when a violent eruption from fel-
low sources disturbed the still night air and woke
the little one from her sleep. At that psycho-
logical moment the dear little one caught
her father red-handed and as Santa Claus stood
unmasked before the favoured one, the latter
puttingly asked: "Ah, daddy, now I know why
I got what I want!"

THE AMERICAN TOURISTS.

Contrary to all expectations, the advent of
the 700 American round-the-world tourists in
Hongkong was attended with little or no dis-
comfort to Hongkongites. True it is that the way-
visitors, hustled was "something terrible,"
but that is to be expected from most people who
hail from the other side of the Pacific. It was
popularly believed that the local shopkeepers
reaped a veritable harvest of gold from the
affluent visitors, but I am told that one party who
visited a curious dealer's establishment left with
an insignificant purchase after having turned
the shop inside out. The boot was on the other
foot then. Americans are nothing if not un-
conventional and during their three days' sojourn
(not ten) in the Colony they kicked the
fetters of conventionality to eternity and did
things on the public thoroughfare which in
other persons would be considered an acute form
of lunacy. One enterprising Yankee by way of
diversifying the routine of his stay in the Colony
walked into a certain newspaper office and
offered to write up an interesting item of news
free, gratis and for nothing. And there in the
hallowed atmosphere of the Editorial sanc-
tuary, he turned out a spicy morsel of "news"
penny-in-the-slot-wise. If that is not enterprise
and magnanimity rolled into one, I should like
to know what is. Americans are enterprising!

UNENTERPRISING HONGKONG.

A prominent local citizen has been charac-
terizing Shanghai in London journalistic
circles as being sluggish and has dubbed
the Colny with the doubtful appellation of
"Happy Hongkong," but I can assure
that well-meaning gentleman that Hongkong
can scarcely feel justified in running down
Shanghai, far less feel happy. What I would
like to know is why didn't one of the local
steamship companies think it worth their while
to run a special boat to Swatow on Christmas
Day. Can it be that the good folk of the Col-
ony are bad pattern? I scarcely believe it, for
was it not only the other day that a local com-
pany arranged a special excursion trip to Amoy
on the occasion of the celebrations by blue-
jackets from the United States Third Pacific
Squadron? I hope those concerned will think
it worth their while to fall in with my sugges-
tion at some future date.

ODOROUS TOPICS.

A prominent member of the Sanitary Board
has been waging war against the powerful
fumes that sometimes assail one's nose, as Mr. Dooley
calls it, smelling apparatus in the vicinity
of the harbour. No one can speak with greater
authority on sanitary subjects than the gentle-
man in question, for, considering the important
position he occupied in the Shanghai Muni-
cipal Council some years ago and his wide ex-
perience on the local Board, he is peculiarly
fitted for the consideration of sanitary matters.
For that reason, the heartfelt thanks of Hong-
kong's much-abused citizens are due to him for
airing a grievance which is well-nigh be-
coming scandalous. So long as the smell of
the city's refuse assails the olfactory organs of
sensitive citizens who have done the powers
that be no harm so long will the latter earn
the execrations of the victims of an intolerable
nuisance. That tower of strength of the rate-
payers, Mr. Shelton Hooper, thinks \$3,000
small a fine for erring conservancy contractors
but the workings of magisterial minds were
over a deep mystery.

CASUAL CRITIC.

THE death took place on Monday night, after
a brief illness at the General Hospital, of Mr.
H. C. McCusker, one of the staff of the Char-
tered Bank of India, Australia and China, re-
ports the *Shanghai Times* of 23rd inst. The
deceased was a native of Scotland and twenty-
eight years of age. He came from Hongkong
about two months ago and was shortly going
home on leave. He became ill several weeks
ago and it was found that he was suffering from
an abscess on the liver. Two operations were
performed, but they were of no avail and death
took place last night as stated. During his
short stay in the Settlement he had made hosts
of friends by his pleasing manner.

CANTON DAY BY DAY.

MAOISTRATES REPRIMANDED.

[From Our Own Correspondent.]

Canton, 24th December.
H.E. Viceroy Yuan Shun Huan appears to be
greatly displeased with the manner the Namoi
Magistrate, Cheung Tung Kai, and the Pan
Yu Magistrate, Chou Yu Tun, have performed
their duties by their failure to take adequate
measures to prevent frequent robberies in
the districts under their jurisdiction and also
their failure to effect the arrest of the robbers.
The two magistrates have been severely re-
primanded by the Viceroy, and have had their
official buttons removed from them for every-
day wear until further orders.

WHOLESALE EXECUTIONS.

The streets of Canton provided a mournful
procession when two prisoners were taken out
from the Namoi prison and eleven others
from the Pan Yu prison to the execution ground
and beheaded by order of the Viceroy. These
criminals were all found guilty of armed rob-
bery.

BOAT FATALITY.

On the 23rd instant a sampan with eight
persons on board was capsized in Ho Nam
Mee but they were all rescued by the water
police. The police took these persons on board
their gig and when the men were trying to get
ashore, the gig was also capsized owing to its
being overloaded with a larger number of pas-
sengers than it could carry. The boats in the
neighbourhood rendered prompt assistance and
succeeded in saving seven persons, while the
others were drowned.

THE MACAO BOUNDARY
QUESTION.

It is telegraphed from Peking that the mem-
bers of the Wai Wu-pu have opened negotia-
tions with General Macbado in the matter of the
Macao Boundary Delimitation, but as neither
the Chinese officials nor the Portuguese Com-
missioner are inclined to make any concession,
it is feared that the negotiations will prove
abortive.—*Shanghai Times*.

CRICKET.

HONGKONG CRICKET CLUB vs. UNITED
SERVICES.

On Saturday afternoon, the United Services
met the Hongkong Cricket Club and the former
were all dismissed in the first innings for 374
runs. This match was continued this morn-
ing at 10 o'clock, the Club electing to bat first.
Some good scoring was seen, especially that
put up by Elborough—135 runs. The Club
just managed to get two runs ahead of the
United Services when the last wicket dropped
at twenty minutes past two.

The United Services opened their second
innings at about 2.30 p.m. and closed the in-
nings for 148 runs all out.

The detailed scores were as under when we
went to press:—

UNITED SERVICES.

Comd. Noble, c Elborough, b Bird	30
Staff-Serjt. Fowler, b Bird	0
Lt. Pettley, b Oliver	15
Comd. Lewis, b Young	30
Capt. Baird, c and b Oliver	5
Capt. Garnett, c Makin, b Oliver	5
Capt. Mayhew, b Young	54
Lt. Green, not out	111
Lt. Bagnall, c Hancock, b Bird	17
Lt. Panton, b Oliver	5
Flag-Lt. Mullineux, c Pearce, b Young	13
Extras	30
Total	374

Bowling Analysis.

	O.	M.	R.	W.
R. E. O. Bird	23	0	104	3
R. E. H. Oliver	24	3	86	4
A. C. Leith	7	1	34	0
A. H. Young	94	1	57	3
A. A. Claxton	3	1	12	0

HONGKONG.

The following were the scores made up to the
time of going to press at one o'clock to-day:—
T. E. Pearce, c Noble, b Pelly
 51 || A. A. Claxton, c Baird, b Hutton | 12 |
A. C. E. Elborough, b Bagnall	115
H. B. Hancock, c Mayhew, b Noble	53
W. C. D. Turner, c Bagnall, b Baird	44
R. E. H. Oliver, c Baird, b Bagnall	2
Manning, b Baird	0
A. H. Young, c Green, b Baird	0
H. R. Makin, c Garnett, b Baird	0
R. E. O. Bird, b Mullineux	5
A. Leith, not out	0
Extras	24
Total	326

Bowling Analysis.

	O.	M.	R.	W.
Lt. Hutton	12	2	49	1
Capt. Garnett	8	1	36	0
Capt. Baird	25	5	69	4
Lt. Mullineux	135	3	52	1
Lt. Pelly	4	—	27	1
Lt. Bagnall	10	0	49	2
Lt. Noble	3	0	20	1

Extras.

Lt. Noble, c Makin, b Oliver	19
Lt. Pelly, run out	41
St. Sergt. Power, b Bird	1
Capt. Mayhew, c Hancock, b Young	23
Capt. Baird, b Young	10
Capt. Garnett, run out	10
Comd. Lewis, b Young	1
Lt. Green, c Young, b Bird	1
Lt. Bagnall, b Bird	12
Flag-Lt. Mullineux, c Hancock, b Bird	11
Lt. Hutton, not out	1
Extras	6
Total	148

Bowling Analysis.

	O.	M.	R.	W.
R. E. O. Bird	135	0	74	4
R. E. H. Oliver	9	0	55	1
A. H. Young	19	0	33	3

FIRE AT MACAO.

MANY HOUSES DESTROYED.

A report is to hand of a big conflagration
which broke out in a Chinese house near the
Hongkong Steamship Co.'s wharf, at Macao, on
Saturday and was not extinguished until the
following morning. As there was a fresh breeze
blowing at the time the fire spread rapidly
and destroyed quite a number of Chinese shops
of the better class in Macao. No further partic-
ulars are available to-day, beyond the fact that
the conflagration was one of the most destruc-
tive that have occurred in the Portuguese city
within recent years.

THE FAR EAST IN PARLIAMENT.

KOWLOON RAILWAY.

(Nov. 25.) Mr. Ginnell asked the Under-
Secretary of State for the Colonies if he will
state on whose recommendation the late Chief
British accountant on the Kowloon Railway,
recently convicted of embezzlement, was em-
ployed; and, if not known, whether he will
have inquiry made and the person identified,
with a view to holding him, if in the service
of the Crown Agents, answerable for the loss
caused by his negligence?

Colonel Seely. The person referred to was
employed on the Chinese section of the railway.
I do not know on whose recommendation he
was employed, and the matter is not one which
concerns either the Crown Agents or the
Colonial Office.

LOSS OF A JAPANESE DESTROYER.

TWO MEN KILLED.

The torpedo-destroyer *Inazuma*, which left Omitate (near Aomori) for Hakodate at 5 p.m. on the 15th instant, came into collision with the steamer *Kiryu-maru*, 650 tons, owned by Mr. Kinugawa, of Kobe, which left Hakodate on the same day for Otaru, reports the *Japan Chronicle* of 16th inst. The collision occurred about two miles west of the Katsutoshi light, four miles from Hakodate. The destroyer was struck in the engine-room, two men in which were killed and three others injured. It being evident that the boat would sink, the crew were transferred to the *Kiryu-maru*, which began towing the destroyer to Hakodate. The destroyer sank, however, before it had proceeded far. The *Kiryu-maru*, with the crew on board, arrived at Hakodate at 2 p.m. on the 17th instant. Lieutenant Hotta, in command of the destroyer, was one of those injured and became unconscious for a time. He was transferred to the Hakodate Hospital. Besides the casualties referred to two men are missing. An official report has reached the Navy Department to the effect that the destroyer *Akikuni* was sent to the assistance of the destroyer and has taken the crew on board.

The *Inazuma* was built at the Yarrow Ship-building Yard, London, in 1899. She is a sister ship of the *Ikasubi*, *Akikuni* and *Suzunami*, and is of 311 tons displacement, with a speed of 31 knots. Her crew numbered about forty.

FOUR GREAT FIRES.

EIGHTY HOUSES BURNT IN OSAKA.

Four great outbreaks of fire have occurred this week in various parts of Japan, one of them resulting in five deaths, reports the *Japan Chronicle* of 18th inst. At about 10 o'clock on Thursday night, the 15th instant, a fire broke out in Osaka which threatened to rival the great conflagration in the summer. The outbreak took place at the glass factory at Nishi-Sekiyacho, near Tennjo Park. A strong westerly wind which was blowing at the time rapidly carried the flames eastward, and in a short time all the small houses adjoining the factory were swept away and the premises—about 400 tsubo in extent—of the chrysanthemum show were involved. It was feared at one time that Nippon-bashi-dori and Namba-shinchi would be devastated and indescribable excitement ensued, but by the strenuous efforts of the police force and the fire brigades the flames were got under control at about 12 o'clock after completely destroying about fifty houses and partially burning another thirty. A fine new bath-house which had been completed, only a few days previously at a cost of ¥10,000 was among the buildings destroyed. Fortunately the fire was confined to Nishi-Sekiyacho. It is stated that the scarcity of water in consequence of the supply being cut off at the time from the waterworks considerably retarded the operations of the fire brigade. Some firemen are reported to have been injured. The damage is estimated at about ¥30,000. It is believed that sparks issuing from the chimney of the glass factory set fire to an adjoining house and thus caused the conflagration.

A disastrous fire is also reported from Ibaragi prefecture. About 8 o'clock on Wednesday night, the 15th instant, fire broke out in the building of the Joyosha, a weaving factory erected for the purpose of giving employment to the families of soldiers killed in the war, at Ishioka, Ibaragi prefecture, and 99 houses were destroyed. In 1907 the town was the scene of another destructive fire, which swept away about 200 houses, and the present fire has occurred before the damage sustained through the preceding outbreak was repaired. The cause of the fire and the damage sustained are not yet known.

Still another fire is reported from Togamura, Minami-Akita district, Akita prefecture, which occurred on Tuesday evening, the 14th instant. In this case 51 houses were destroyed and three men and two children burnt to death. The full extent of the damage is not yet known.

The fourth fire is reported from Formosa. The outbreak occurred on the afternoon of the 15th instant, at Jirisho in the Taichiu district. The flames raged three hours. Eighty-five houses were totally destroyed and two partially, while 58 pigs and one goat were burnt to death. The damage is estimated at about ¥10,000.

HONGKONG-BUILT VESSELS FOR MANILA.

INSPECTION BY U.S. OFFICIAL.

Captain Robert H. C. Kelton, Quartermaster, who left Manila on the November transport to make an inspection of the coal facilities in Japan and the work now being done for the Quartermaster's department at Shanghai and Hongkong, returned to Manila yesterday on the *Zofra*, reports the local Times of 22nd inst. Captain Kelton sailed on the *Thames* November 15 and was seven days en route to Nagasaki on account of the head winds. From Nagasaki he made a trip to the Mikki coal mines and remained four days inspecting the work there. He also visited the Imperial Steel Works at Wakamatsu which are operated by the Japanese Government.

At Shanghai an inspection was made of the work which is being done on the *Warren*. The delay in the repairs to the transport was caused by the taking out of the boilers in order that they might be repaired in the shops. This will insure better work although causing a delay of several weeks. Captain Kelton continued to Hongkong where a ship is being constructed for the department to replace the old *Naginata*. The remaining eight of the steel lorches ordered by the Quartermaster's department have been finished and will be sent to Manila as soon as transportation can be secured for them from Hongkong to Manila.

THE P. AND O. S. N. CO.

ANNUAL REPORT.

The report of the Peninsular and Oriental Steam Navigation Company states:—The three new steamers of the "M" class, the *Morice*, *Malwa*, and *Mantua* have now been at work for some months, and have met with general approval on the part of the travelling public. The directors are at present negotiating for two additional vessels of this type, but of increased dimensions and capacity. It may be mentioned that the above-named new steamers have been fitted with the Marconi system of wireless telegraphy, and at land stations throughout the East are inaugurated for this particular work, the company's mail ships will be fitted up accordingly. Until quite recently eight of the company's steamers were laid up in London, but five of the oldest of these ships have now been sold, viz., the *Victoria*, *Britannia*, *Peninsular*, *Malacca*, and *Formosa*. The prices realised were extremely low, but the book cost has been fully covered by the operation of the ordinary sinking fund, and a trifling profit resulted on the whole transaction. There are only three steamers laid up at the present time, and it is hoped that employment will be found for more than one of them ere long. The fleet has been navigated in complete safety, and with remarkable freedom from minor accidents throughout the year—the total mileage being approximately 3,000,000 of nautical miles. The accelerated mail service continues to be performed with the utmost regularity, alike with India, China, and Australia. A slight remodelling of the China line has enabled the directors to establish a separate and rapid communication fortnightly between Shanghai and Yokohama, as an addition to the fortnightly service to these ports by the intermediate steamers from London via Ceylon, the Straits Settlements, Hongkong, etc. The operations of the company by their intermediate China line, are gradually being extended to other ports, and recently Port Swettenham, Keelung, Hankow, Kinohow, Idzuhara, and other places have been added to the itinerary of this service.

At this present date last year not only were there large fleets of ships laid up in British ports, but at Bombay and at Calcutta, and doubtless in other Eastern ports, the idle tonnage was unprecedented. So far as Eastern ports are concerned, this state of things is now changed, chiefly owing to the absorption of a very large tonnage recently employed in the export of cargoes of beans from Manchuria. This is a new business in Europe, and whether it may prove a permanent factor in the commerce of this country it is at present impossible to say. Meanwhile, the result is that Eastern freights have risen to a moderate extent for the first time for two or three years, but this has taken place since the accounts now submitted with this report were closed. In these circumstances it may, perhaps, be deemed satisfactory that the company's freight revenue has been maintained practically at the same level as last year, being £1,515,818, as compared with £1,520,085 last year, a difference of only £4,267.

The China and Japan receipts have not been equal to those of last year, but this is partly owing to fewer voyages being actually run during the latter period. The movement of specie has been below the low figure of last year, and would alone account for a considerable decline in the ordinary revenue. Necessarily there have been some countervailing advantages such as better outward freights to Australia, a larger silk export from China, and a busy export of cotton and twist from Bombay to China and Japan. But taking all the conditions into account it may be considered fortunate that no relapse has taken place in this, the most important branch of the company's business.

In China there is an awkward and in fact almost impossible opposition to contend with, in the Siberian Railway which is now working with considerable regularity. It is to be hoped that this great highway will induce an increase in the number of travellers, who arriving by one route will desire to return by another. This seems a not improbable outlook in the future.

The expenditure for the year shows an increase of upwards of £80,000, which is chiefly due to the increased size and the more costly character of the ships now employed in the mail service, and to the higher speed at which the steamers have to be driven in order to fulfil the conditions of the contract.

PANTOMIME STORIES.

The origin of most of our popular pantomime stories is shrouded in mystery. Cinderella, for instance, is to be found in the language of every European country, can be traced back to an old Hindu legend. "Aladdin" is from the "Arabian Nights," but is said to have been borrowed from a Buddhist story. About Blue Beard we are a little more certain, for it is probably founded on the crimes of the Marquis de Laval, a marquis of France, who was a distinguished soldier in the reigns of Charles VI. and VII. He indulged in every possible excess, practised sorcery, and killed young persons for the sake of their blood, which was necessary for his incantations, and was for his crimes burnt alive in 1440.

"Beauty and the Beast" comes from a Norwegian folk tale. "The House that Jack Built" has its prototype in a sacred hymn in the Jewish Talmud. "Little Red Riding Hood" is an old Hindu tale, while the story of "Jack and the Beanstalk" is not only found in Asiatic literature, but a similar legend is known amongst the Zulus and the inhabitants of Fiji. Even "Dick Whittington" appears to be of foreign origin, and is said to have originated in Tuscany in the fifteenth century with the story of a Genoese merchant who presented two cats to the king to rid his palace of rats, and was rewarded with rich presents. The only pantomime that we can claim to be of English origin besides "Robinson Crusoe" is "Babe in the Wood," which was registered in the books of Stationer's Hall as a ballad as far back as 1595.

EWO COTTONS.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the shareholders in the Ewo Cotton Spinning & Weaving Co., Ltd., was held at the offices of the Company, at Shanghai, on 22nd inst. Mr. D. Landale (chairman) presided, and there were present, Messrs. A. McLeod, E. E. Clark, Zee Quai-yuen, (Consulting Committee), J. Keifoot (Mill Manager), D. McNeill (Legal Adviser), G. R. Wingrove, F. J. d'Almeida, H. de Grey, J. A. Wattie and A. Brooke Smith (Secretary). The chairman said—As you are doubtless aware, this meeting is merely a formal one called to comply with the Hongkong Ordinances, and I need do no more than to ask you to confirm the resolution passed at the extraordinary meeting held on November 26. He then proposed the first resolution which read as follows:—

"(a) That the capital of the Company be increased to Tls. 1,500,000 by the creation of 5,000 new shares of Tls. 100 each to be called preference shares and to confer on the holders thereof the right to a fixed cumulative preferential dividend at the rate of 7 per cent per annum on the capital for the time being paid up on such preference shares to rank both as regards capital and dividend in priority to the other shares but not to confer any further right to participate in profits or surplus assets."

"(b) That the said preference shares shall not carry any right of voting at any general meeting of the Company nor shall they qualify any person to be a member of the Consulting Committee."

"(c) That the company is to be at liberty from time to time to create and issue further preference shares ranking in all respects *pari passu* with the said 5,000 preference shares."

"(d) That of the said 5,000 preference shares 4,000 shall be issued forthwith and that the remaining 1,000 shares shall be issued hereafter in accordance with Article VI. 5 of the Articles of Association of the Company."

"(e) Applicants for the said preference shares shall pay Tls. 25 on application and as regards the balance due on any shares allotted to them shall pay the same when called on. Not less than one month's notice shall be given of any such call."

"(f) The holders of the said preference shares shall not rank for dividend as regards the year commencing on November 1, 1900, and ending on October 31, 1901, but shall be entitled to interest at the rate of 7 per cent per annum on any sums paid up during the said year on the said shares as from the date of payment. As regards subsequent years the said holder of the said preference shares shall rank for dividend on any sums paid up at the commencement of any year and shall be entitled to interest at the rate aforesaid on any sums paid up during the year as from the date of payment."

"(g) Dividends on the said preference shares shall be paid in every year as soon as possible after the end of the Company's financial year, namely, October 31. Mr. McLeod seconded the resolution, which was unanimously carried."

The chairman proposed the second resolution, which read: "That the following paragraph shall be substituted for paragraph No. 5 of Article XIV of the Articles of Association, namely—The Auditor's remuneration shall be Tls. 500 per annum."

Mr. E. E. Clark seconded it, and it was also carried unanimously. The chairman then proposed the third resolution, namely: "That the following paragraph No. 10 of Article XV of the Articles of Association, namely: The General Managers shall be paid or allowed to deduct by way of remuneration for conducting and transacting the business of the Company a commission of 10 per cent per annum on the net profits of every year and also a sum not exceeding Tls. 10,000 per annum to cover office expenses in the carrying on of the business of the company."

The motion was seconded by Mr. Zee Quai-yuen and carried.

The chairman said that in due course notice would be given to shareholders as to when applications would be received for the issue of cumulative preference shares.

AN INTERPORT GOLF CUP.

We (N. C. D. News) are glad to learn that the Shanghai Golf Club has authorized the Committee to offer to present a Cup, to be known as the Shanghai Golf Cup, value about \$1,000, for competition between Golf Clubs in China, Hongkong and Japan. The conditions are as follows:—

(1) Medal Play 36 holes.
(2) Teams not to consist of more than five men, and the three best scores to count. The team returning the lowest score in the aggregate to be declared the winners. In the event of a tie a further 18 holes to be played.

(3) The first match to be held in Shanghai in April, 1901, exact date to be communicated later; subsequent competitions to be held annually on the Links of the Club holding the Cup.

It is suggested that at the meetings arranged in connection with this Cup the individual Golf Championships of the Far East might be played.

SHIPPING AND MAILS.

MAILS DUE.

German (*Drifflinger*) 30th inst.
Canadian (*Empress of China*) 8th prox.

The C. P. R. Co's s.s. *Empress of India* from Hongkong via usual ports of call arrived at Vancouver on 23rd inst.

The P. & O. S. N. Co's s.s. *Sumatra* left Singapore for this port on 25th inst., at 3 p.m., and is due here on 31st inst., at 4 p.m.

The *Dodwell's New York Line* s.s. *Wray Castle* left Karata on 25th inst., and may be expected to arrive in Hongkong on 30th inst.

The Imperial German Mail s.s. *Drifflinger* carrying the German Mails with dates from Berlin of the 1st inst., left Singapore on 25th inst., at 5 p.m., and may be expected here on 30th inst., at 6 a.m.

HOCKEY.

HONGKONG LADIES' HOCKEY CLUB VS. QUEEN'S COLLEGE BOYS.

The return hockey match between the Hongkong Ladies' Hockey Club and the Queen's College Boys was played at 10 o'clock this morning on the Causeway Bay Ground.

In the first portion of the game the ladies opened the score and was soon equalled by Remedios. The ladies now tried to open the lead again, but the boys were not to be outdone and gave no chance for scoring. At half time the game stood one all. The second spell was a fast one and both teams played up to the mark, and some good play was seen. The game went on for some time very even, and two minutes before time the boys did a rush and scored the winning goal in the midst of a scramble. Thus the game ended in a win for the boys by 2 goals to one.

At the conclusion the boys were treated with light refreshments by the ladies.

COMMERCIAL.

FARN MARKET.

Hongkong, 23rd December, 1900. Unfavourable advices from Shanghai have greatly discouraged the few large native operators who were keeping up the market for the past few weeks, and only a paltry business has been done during the interval, as noted at 100. Prices have declined fully \$1 per bale, and holders will be willing to yield to still greater concessions if any large quantity could be placed, but for anything beyond actual requirements dealers will not offer at any price. For the last few days business is at a complete standstill and the market closes weak and unsteady. Bombay continues strong. Exchange on India closes to-day at Rs. 133 for T/T and 133 1/2 for Post.

Sales of the interval aggregate 1,215 bales, arrivals amount to 3,801, unsold stock estimated at 14,000, and sold but unclarified bales in second hands about 21,000 bales.

P. EDULJE, Broker.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	109 1/2
Do. demand	109 1/2
Do. 4 months' sight	109 1/2
France—Bank T.T.	225
America—Bank T.T.	43 1/2
Germany—Bank T.T.	183 1/2
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	75
Singapore—Bank T.T. per H.K. 1000	76 1/2
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2

Buying.

4 months' sight L/C	109 15/16
6 months' sight L/C	110 1/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney & Melbourne	1 1/16
4 months' sight France	230 1/2
6 months' sight do.	232 1/2
4 months' sight Germany	183 1/2
Bar Silver	74 1/2
Bank of England rate	4 1/2
Sovereign	11 1/2

Events Coming.

Monday, 27th December.

Theatre Royal, Bandmann Comedy Co., "The Early Worm" 9 p.m.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, to a.m.

Geo. P. Lammett, auction sale of old Rope, Steel, Iron Wire, Electric Fan, etc., etc., at the Norddeutscher Lloyd's Godowns, Kennedy Town, 11 a.m.

Theatre Royal, Bandmann Comedy Co., "The Best People," 9 p.m.

Wednesday, 29th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, to a.m.

Geo. P. Lammett, Auction Sale of Galvanized Iron Sheets, Spikes, Tool Steel, Truck Wheels, etc., etc., at the Hongkong and Kowloon Wharf and Godown Co's Godowns (Kowloon), 11 a.m.

Campbell, Moore and Co., Ltd., Annual Meeting, at the Company's Offices, 14, Des Voeux Road, Central, First Floor, at Noon.

Theatre Royal, Bandmann Comedy Co., "Facing the Music," 9 p.m.

Thursday, 30th December.

Hughes and Hough, Auction sale of Doherty and Ramsey's Tennis Racquets 11 a.m.

China Light and Power Co., Ltd., Extraordinary General Meeting, at the offices of Messrs. Shaw, Tomes & Co., 3 p.m.

Hughes and Hough, Public Auction "Rio Lima," at the Hongkong and Whampoa Dock Co's Docks, Hungtom, 3 p.m.

St. George's Club, General Meeting, at the offices of Messrs. Lowe, Bingham and Matthews, St. George's Building, 5.30 p.m.

Theatre Royal, Bandmann Comedy Co., "A Pair of Spectacles," 9 p.m.

Friday, 31st January.

Public Holiday.

Kylooon Cricket Club, Children's Sports, 2.15 p.m.

Monday, 3rd January.

Public Holiday.

Grand Orchestral Concert, by the Band of S.M.S. *Soham Hall*, at the St. George's Hall (City Hall), 9 p.m.

Friday, 7th January.

Philharmonic Concert, at the City Hall.

Tuesday, 21st January.

Theatre Royal, Scotch Opera, 9 p.m.

To-day's Advertisements.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC," FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 27th December, 1900. [10]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEIN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th January, 1901, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's R.M.S. *Morice*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Delhi*, due in London on 19th February, 1901.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendant.

Hongkong, 27th December, 1900. [11]

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 27th at 12.10 p.m.—The barometer has fallen moderately over China, and risen considerably over E. Japan. A slight rise has taken place also over the Philippines.

The anti-cyclonic area has spread Eastwards and is now central over the Sea of Japan. Pressure is relatively low over the S. part of the China Sea.

Fresh to moderate monsoon may be expected in the Formosa Channel, and strong monsoon over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, fresh; fine.

2.—Formosa Channel, N.E. winds, fresh to moderate.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Intimations.

SOURD MILK.

Specially prepared from pure cultures of selected lactic ferments.

26 Cents per pint.

Orders must be sent in twenty-four hours in advance.

THE DAIRY FARM CO., LIMITED.

Hongkong, 16th December, 1900. [18]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

[708]

YEE SING.

No. 4, D'AGUIAR STREET.

MANUFACTURE WHOLESALE AND RETAIL DEALERS in all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality. Hongkong, 17th December, 1900. [791]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 10.00 a.m.	Every 10 minutes.
10.00 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 15 minutes.
1.15 p.m.	to 1.45 p.m.	Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	Every 15 minutes.
2.15 p.m.	to 2.45 p.m.	Every 15 minutes.
2.45 p.m.	to 3.00 p.m.	Every 15 minutes.
3.00 p.m.	to 3.30 p.m.	Every 15 minutes.
3.30 p.m.	to 4.00 p.m.	Every 15 minutes.
4.00 p.m.	to 5.00 p.m.	Every 15 minutes.

NIGHT GARS.

4.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes.
9.00 a.m.	to 9.30 a.m.	Every 30 minutes.
9.30 a.m.	to 10.30 a.m.	Every 15

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 15TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	
"EMPRESS OF INDIA" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 15TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 16TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	From Quebec.
"Monteagle" Steamers will depart from Hongkong at 7 a.m.	"EMPRESS OF IRELAND" SATURDAY, MAY 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Pacific Mail and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.

Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Prays (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI via SWATOW	LIENSHING	TUESDAY, 28th Dec., Noon.
SAMARANG & SOERABAYA	CHUNG SANG	TUESDAY, 28th Dec., 4 P.M.
SHANGHAI	TUNG SANG	WEDNESDAY, 29th Dec., 4 P.M.
SGAPORE, PENANG & CALUTTA	NAMSANG	FRIDAY, 31st Dec., Noon.
SHANGHAI	KINGSING	FRIDAY, 31st Dec., 4 P.M.
MANILA	KWONG SANG	FRIDAY, 31st Dec., 4 P.M.
SHANGHAI	KWONG SANG	SUNDAY, 2nd Jan., Daylight.
SGAPORE, PENANG & CALUTTA	KUMSANG	WEDNESDAY, 5th Jan., Noon.
MANILA	LOONG SANG	FRIDAY, 7th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	FRIDAY, 31st Jan., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA	"TAMING"	28th Dec., 3 P.M.
SHANGHAI	"CHENAN"	30th " 4 P.M.
SHANGHAI	"ANHUI"	2nd Jan., Daylight.
MANILA	"TEAN"	4th " 3 P.M.
SHANGHAI	"LIAN"	6th " 4 P.M.
MANILA, ZAMBANGA and USUAL	"CHANGSHA"	8th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Lintan, Chuanhsu) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAURO	1500	R. Rodgers	MANILA	SATURDAY, 1st Jan., Noon.
RUBI	1500	R. W. Almond	"	SATURDAY, 8th Jan., Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 27th December, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, 1910, at Noon.
S.S. BUVO MARU	6,500 "	" April 27th, 1910, at Noon.
S.S. AMERICA MARU	6,000 "	" "

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., 1910, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO (Direct)	"SHIBETORO MARU" Capt. S. Atsumi	TUESDAY, 28th Dec., at Noon.
TAMAU v. SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 10th Jan., at 10 A.M.
ANPING v. SWATOW and AMOY	"SOSHI MARU" Capt. T. Sugi	WEDNESDAY, 5th Jan., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO-HU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 4, Queen's Buildings.

Hongkong, 24th December, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.
PARIS, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	"TA'GO MARU" (Capt. A. Christensen), Tons 8000 "KAMO MARU" (Capt. F. L. Sommer), Tons 9000 "AKI MARU" (Capt. K. Sato), Tons 7000	WEDNESDAY, 5th Jan., at Daylight. WEDNESDAY, 19th Jan., at Daylight. WEDNESDAY, 2nd Feb., at Daylight.
VICTORIA, B.C., & SEATTLE ("Isaba Maru" leaving Hongkong 8th Jan. due Kobe 15th Jan. connects)	"AWA MARU" (Capt. A. Keith), Tons 6500	WEDNESDAY, 10th Jan., From YOKOHAMA.
VICTORIA, B.C., & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan. due Kobe 21st; Yokohama 27th Jan. connects)	"SANUKI MARU" (Capt. K. Homma), Tons 6500	SATURDAY, 29th Jan., From KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU" (Capt. T. Sakine), Tons 6000 "NIKKO MARU" (Capt. M. Yagi), Tons 6000	FRIDAY, 21st Jan., at Noon. THURSDAY, 17th Feb., at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	"ATSUTA MARU" (Capt. Wm. Thompson), Tons 9000	FRIDAY, 14th Jan., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" (Capt. M. Yagi), Tons 6000	WEDNESDAY, 19th Jan., at Noon.
KOBE and YOKOHAMA	"INABA MARU" (Capt. R. Takeda), Tons 6500	SATURDAY, 8th Jan., at Daylight.
SHANGHAI, MOJI AND KOBE	"TOTOMI MARU" (Capt. R. Smith), Tons 4500	TUESDAY, 4th January.
BOMBAY, via SINGAPORE AND COLOMBO	"TAKASAKI MARU" (Capt. A. Mocker), Tons 5000	TUESDAY, 18th December.

Fitted with new System of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued—Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE" Captain W. Barrett, will be despatched as above on or about 16th December.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 30th November, 1909.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL

(With Liberty to Call at Malebar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "BRAEMAR" On 30th Dec., 1909

S.S. "WRAY CASTLE" On 4th Jan., 1910

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 27th December, 1909.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN" Captain McArthur, will be despatched as above on WEDNESDAY, the 5th January, 1910, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1909.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TAGOMA & SEATTLE

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Superior 6,232 S. Shotton 13th Jan. 1910

Oceanic 4,657 F. W. Davies 10th Feb.

Kumari 6,232 J. Mathie 10th March

Aymoric 4,365 J. Boyd 7th April

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd December, 1909.

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STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong at 1.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals, \$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West, Hongkong, 24th April 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE" Captain R. Hayes, will be despatched as above about 19th January.

See Special Advertisement. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 11th December, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE" Captain W. O. Tyne, will be despatched as above about 19th January.

For Freight or Passage apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 11th December, 1909.

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CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-haul service from China and Japan to San Francisco.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 26th November, 1909.

[8]

Furnitures.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 29, DES VOUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

ST CKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE DIVIDEND AT PRESENT MARKET RATES	CL/SING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£4,500,000 \$1,125,000	\$2,007,819	Interim of £2 for account 1900 @ ex 1/91 = \$21.72	4 % \$995 buyers London £91.10
National Bank of China, Limited	99,975	7	£0	£4,000 \$1,000,000	\$30,552	\$2 (London 3/6) for 1903	— \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$375,000	none	\$10 for 1908	7 % \$145 sellers
North China Insurance Company, Limited	10,000	15	£5	£1,200,000 \$300,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 112 1/2
Union Insurance Society of Canton	12,400	\$150	\$100	£1,200,000 \$300,000	\$2,464,931	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$890 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	£1,000,000 \$250,000	17 7/8	\$12 and bonus \$3 for 1907	7 % \$130
FIRE.							
China Fire Insurance Company	70,000	\$100	\$50	£1,000,000 \$250,000	\$375,347	\$6 and bonus \$2 for 1907	7 % \$118
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,000,000 \$250,000	1,687,711	\$17 for 1907	7 1/2 % \$370 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	£7,000 \$1,750,000	12,055	\$1 for 1906	— \$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	£100,000 \$25,000	Nil	\$1 for year ending 30.6.1908	— \$53
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	£120,000 \$30,000	\$27,179	Interim of \$1 1/2 for account 1909	7 1/2 % \$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£100,000 \$25,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5. 154	— \$63 buyers
Do. Do. (Deferred)	60,000	£5	£5	£100,000 \$25,000	£13,755	Final of 2/- for 1908 and interim of 1/- for 1909	— 67/6 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 \$250,000	£68,817	\$100 for year ending 30.4.1909	4 % \$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	£100,000 \$25,000	\$3,121	50/- for year ending 30.4.1909	3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	£350,000 \$87,500	Dr. \$5,858	\$3 for year ending 31.12.08	3 1/2 % \$157 buyers
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$15,591	\$3 for 1897	— \$11 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.12.09	— Tls. 340 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,010,000	£1	£1	£175,000 \$43,750	£1 43 1/2	Final of 1/6 making 3/- for 1909	7 % Tls. 18.80 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£175,000 \$43,750	Dr. £2,191	No. 12 of 1/- = 12 cents	— \$74 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£11,250 \$2,812 1/2	Dr. \$7,421	\$1.75 for year ending 31.12.05	— \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	£33,000 \$8,250	\$10,102	None	— \$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	£25,000 \$6,250	\$145,162	Interim of \$1 1/2 for account 1909	— \$52 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 5,461	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	£12 1/2	£12 1/2	£312,500 \$78,125	Tls. 4,234	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	£751,845 \$187,961 1/4	\$24,511	\$1.20 on old and 60 cents on first new issue	— \$15 sales
Hongkong Hotel Company, Limited	12,000	\$5 1/2	\$5 1/2	£63,000 \$15,750	\$24,511	Interim of \$2.40 on old and 40 cents on	— \$77 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	£50,000 \$12,500	\$25,475	new shares for account 1909	6 1/2 % \$102 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$1	\$10	£150,000 \$37,500	\$25,475	Interim of 3/4 for account 1909	— \$84 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	£300,000 \$75,000	\$278	60 cents for 1908	7 1/2 % \$50 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,531,045	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 625,000	Tls. 1,968	Interim of \$2 for account 1909	8 1/2 % \$44 buyers
COTTON MILLS.							
Zwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 750,000	10,991	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 135 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	Tls. 125,000	\$9,553	50 cents for year ending 31.7.08	— \$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.7.05	— Tls. 75
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,849	Tls. 4 for 1908	— Tls. 101
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 11,172	Tls. 15,911	Tls. 5 for 1906	— Tls. 425
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£105,000 \$26,250	£648	15 % per share for 1908	— \$10
China-Borneo Company, Limited	60,000	\$12	\$12	£720,000 \$180,000	Nil	\$20 for 1908	10 % \$12 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	£500,000 \$125,000	\$61,138	50 cents for year ended 28.2.06	— \$6 buyers
Do. Do. special shares	125,000	\$1	\$1	none	\$1,407	80 cents for 1908	8 1/2 % \$91 sales
China Provident Loan & Mortgage Company, Ltd.	40,000	\$10	\$1	£400,000 \$100,000	\$1,891	\$1.0 for year ending 31.7.09	8 1/2 % \$161 sellers
Daly Farm Company, Limited	400,000	\$7 1/2	\$8	£3,000,000 \$750,000	\$1,756	Interim of 35 cents for account 1909	13 1/2 % \$71 sellers
Green Island Cement Company, Limited	12,000	\$10	\$10	£120,000 \$30,000	\$679	8 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5105	\$1.4 bonus to cts. for year ending 29.2.09	6 % \$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	£125,000 \$31,250	\$7616	Interim of \$1 for account 1909	10 % \$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	£600,000 \$150,000	\$7390	Interim of \$1 for account 1909	10 % \$121 sales
Maatschappij tot Exploitatie van Koloniale in Looikat, Limited	25,000	Gs. 100	Gs. 100	Tls. 250,000	Tls. 316,682	Final of Tls. 1 1/4 and bonus of Tls. 7 1/4 for 1909	— Tls. 900 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	Tls. 61,924	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$134
Philippine Company, Limited	75,000	\$10	\$10	£750,000 \$187,500	Pa. 18,640	None	3 % \$91 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 12,810	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 135 sales
South China Morning Post, Limited	6,000	\$25	\$25	£150,000 \$37,500	Dr. \$56,602	None	— \$234 buyers
Steam Laundry Company, Limited	10,000	\$25	\$5	none	\$63	40 cents for year ending 31.5.09	7 % \$11
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.05	5 % \$101 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	£100,000 \$25,000	\$342	60 cents per old share for year ending 31.5.09	6 1/2 % \$124 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	£900,000 \$225,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$7
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for 1908 year ended 30th June, 1906	— \$3 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	— 14 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	1/-	1/-	none	none	20 % interim for 1909	— 570 sales
Castledale Rubber Estate, Limited	33,678	1/-	1/-	£33,678 \$8,419 1/2	\$11,805	25/6 for 1909	— \$51 sales
Damansara (Selangor) Rubber Co.	110,000	1/-	1/-	none	£2,220	None	— 80/- sellers
Golconda Malay Rubber Co.	8,000	1/-	1/-	none	none	None	— 55/-
Highland & Lowland Para. Rubber Co. (fully paid)	18,454	1/-	1/-	none	£8,764	7 1/4 interim for 1909	— 64/6 buyers
Do. do. (contributory)	125,547	1/-	1/-	none	none	None	— nominal
Kamuning (Perak) Rubber Estate & Co.	105,000	2/-	1/-	none	none	None	— 1/6 buyers
Do. do. A Shares	105,000	2/-	1/-	none	none	None	— nominal
Do. do. B Shares	105,000	2/-	1/-	none	none	None	— nominal
Kuala Lumpur Rubber Co., Limited	180,000	1/-	1/-	none	none	None	— nominal
Linggi Plantations, Limited (ordinary)	900,000	1/-	1/-	none	none	None	— nominal
Do. do. (7% pref.)	10,000	1/-	1/-	none	none	None	— nominal
Ragalla Rubber Company, Limited (ordinary)	25,000	1/-	1/-	none	none	None	— nominal
Do. do. (8% pref.)	25,000	1/-	1/-	none	none	None	— nominal
Ledbury Rubber Estates, Limited	6,000	1/-	1/-	none	none	None	— nominal
Do. do. (contributory)	40,000	1/-	1/-	none	none	None	— nominal
Saga Rubber Company, Limited	20,000	1/-	1/-	none	none	None	— nominal
Sandycroft Rubber Company	1,000	1/-	1/-	none	none	None	— nominal
Sekong Rubber Company, Limited	80,000	1/-	1/-	none	none	None	— nominal
Shelford Rubber Estate, Limited	65,000	1/-	1/-	none	none	None	— nominal
Singapore & Johore Rubber Company, Limited	2,500	1/-	1/-	none	none	None	— nominal
Sungei Choh Rubber Estate Company, Limited	45,000	1/-	1/-	none	none	None	— nominal
Sungei Kaper Rubber Company	110,000	1/-	1/-	none	none	None	— nominal

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